



Governor Arnold Schwarzenegger's Strategic Growth Plan: Transportation Investments for Mobility

A Plan for the Future

Governor Arnold Schwarzenegger's Strategic Growth Plan (SGP) calls for a \$222 billion infrastructure improvement program to fortify the state's transportation system, education, housing, and waterways.

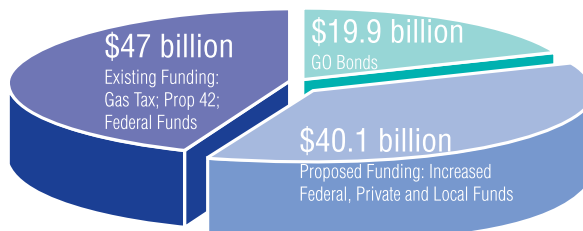
The SGP includes a historic and comprehensive transportation investment package designed to decrease congestion, improve travel times, and increase safety, while accommodating future growth in the population and the economy.

This SGP deploys demand-management strategies, such as dedicated truck lanes and high occupancy toll lanes, and builds new capacity. It will enable more traffic to move through existing roadways, rehabilitate thousands of lane miles of roads, add new lanes, and increase public transportation ridership. This requires innovation in transportation planning, construction and management, sustained coordination between regional transportation agencies and the state, and dedicated funding.

The SGP presents a bold vision of mobility improvements and investments. The initiative is performance-based and outcome-driven, targeting significant reduction in congestion, improved quality of life for Californians, and a world-class transportation system that supports a globally-competitive economy and promotes prosperity.

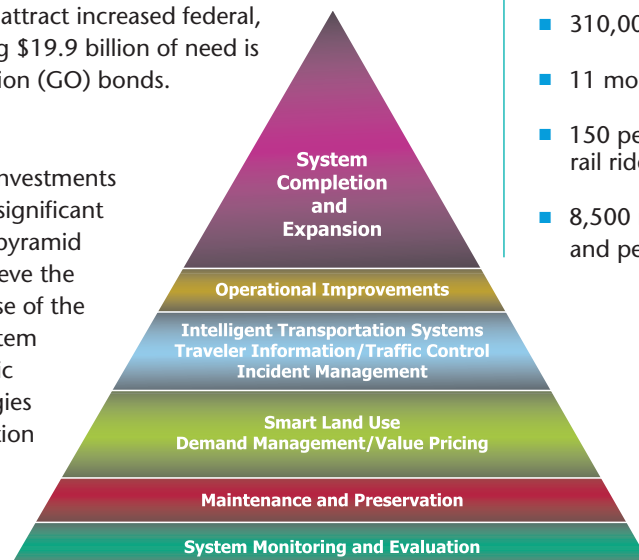
Investments for the Future

The SGP calls for investing \$107 billion in transportation infrastructure during the next decade. Funding includes \$47 billion in existing transportation funding sources such as the gas tax, Proposition 42, and federal funds. A total of \$40.1 billion in new funding is proposed from other fund sources and leveraging existing funds to attract increased federal, private, and local funding. The remaining \$19.9 billion of need is proposed to come from General Obligation (GO) bonds.



Complete System Approach

The SGP is based on a key premise that investments in mobility throughout the system yield significant improvements in congestion relief. This pyramid outlines the strategies to be used to achieve the outcome of reduced congestion. The base of the pyramid is as important as the apex. System monitoring and preservation are the basic foundation upon which the other strategies are built. System expansion and completion will provide the desired mobility benefits to the extent that investments in and implementation of the strategies below it establish a solid platform.



Performance-Based, Outcome-Driven

The SGP targets a significant decrease in traffic congestion below today's levels. This will occur even while accommodating growth in population and the economy over the decade. Over the next ten years, daily congestion (measured by daily hours of delay) is projected to increase 35% from 558,143 hours in 2005 to 753,000 hours in 2016 based on current trends. With the SGP, congestion levels are estimated to be 454,000 hours daily in 2016, a reduction of more than 100,000 hours (18.7%) below today's levels. Capacity or "throughput" will increase by 15 percent. In addition to congestion relief, the \$107 billion investment also results in:

- 550 New HOV lane miles
- 750 new highway lane miles
- 9,000 lane miles rehabilitated
- 15 percent increase in throughput
- 600 miles new commuter lines
- 310,000 more transit ridership
- 11 more intercity rail round trips
- 150 percent increase in intercity rail ridership
- 8,500 miles of separated bike and pedestrian paths



SGP Needed Reforms

Specific reforms are necessary in order to effectively achieve the goals of the SGP:

- Protect Proposition 42 (the sales tax on gasoline) for transportation projects
- Provide authority to deliver projects more quickly and efficiently through the use of design-build contracting and design-sequencing
- Enable public-private partnerships to attract private capital that can fund priority infrastructure projects

Funding the Right Improvements

The SGP relies on continued cooperative partnerships with the California Transportation Commission (CTC), regional transportation agencies, and local governments to achieve the performance objectives. Increased accountability for outcomes, particularly congestion reduction, is a centerpiece of the transportation portion of the SGP.

SB 1266 - Highway Safety, Traffic Reduction, Air Quality, and Port Security Fund of 2006

Category of Investment	Total Bonds (in Billions)
Corridor Mobility Improvement Account	\$4.5
State Route 99 Corridor	\$1.0
Ports Infrastructure, Security and Air Quality	\$3.1
School Bus Retrofit for Air Quality	\$0.2
State Transportation Improvement Program (STIP) Augmentation	\$2.0
Public Transportation Modernization, Improvement, and Service Enhancement	\$4.0
Transit System Safety, Security, and Disaster Response Account	\$1.0
State-Local Partnership Program Account	\$1.0
Local Bridge Seismic Retrofit	\$0.125
Highway-Railroad Crossing Safety Account	\$0.25
State Highway Operation and Protection Program (SHOPP)	\$0.75
Local Street and Roads, Congestion Relief, and Traffic Safety Account of 2006	\$2.0
	\$19.9 Billion

